

The Hong Kong Telegraph.

No. 119.]

HONGKONG, MONDAY, OCTOBER 31st, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland
Ports, should sufficient inducement
offer, and taking through cargo
to New Zealand).

THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY'S STEAMER
"MENMUIR,"

will be despatched as above, on or
about the 15th November.

For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th October, 1881.

Intimations.

HONGKONG FLOWER SHOW.

The ANNUAL EXHIBITION of
the HONGKONG HORTICULTURAL SOCIETY
will be held on THURSDAY and
FRIDAY, the 15th and 16th February,
1882.

In connection with the Flower Show
will be held a POULTRY SHOW,
and Prizes will be offered for classes
of Fowls, Geese, Ducks, Turkeys, and
Pigeons.

For the Schedule of Prizes and Rules,
apply to

CHARLES FORD,
Honorary Secretary.
Hongkong, 28th October, 1881.

TUITION IN THE FRENCH
LANGUAGE,

by Monsieur LOUIS PIRON, aîné;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGÈNE PIRON, jeune.

44, Queen's Road.
Hongkong, August 30th 1881.

RECORD of AMERICAN and
FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and
PORTER.

DAVID CORSE & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been ap-
pointed AGENTS to the NEW
YORK BOARD of UNDER-
WRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

LE CERCLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been ap-
pointed AGENTS of the above Company,
are prepared to GRANT POLICIES
on MARINE RISKS to all parts of
the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

FOR SALE.

A SIX-OARED GIG, good as New, OARS
Rowlocks, and everything com-
plete. The boat is suitable for a House
Boat or Captain's Gig.

Apply at the office of this Paper.
Hongkong, 18th October, 1881.

T. ALGAR AND COMPANY,
HOUSE AND ESTATE
AGENTS.

RENTS COLLECTED.

BROWN, JONES & Co.,

UNDERTAKERS.

MOORING STATIONERY, &c.
MONUMENTS ERECTED.
9, HOLLYWOOD ROAD.

Intimations.

PHOTOGRAPHY.

BARON STILLERIEB, Photogra-
pher to the Austrian Court, will
REMAIN HERE for Six Weeks or Two
Months. He has now OPENED a
STUDIO next door to the new Char-
tered Bank Building, and invites an In-
spection of his Collection of PHOTO-
GRAPHS, PHOTO-CRAYS, and WATER
COLOURS.

Hours from 10 to 1, and from 2 to 4.
Portraits, Groups, or OUTDOOR WORK,
taken, up to the Largest Size.
Hongkong, 27th October, 1881.

NOTICE.

I have this day established myself
as Merchant and General Commis-
sion Agent, under the style of W. G.
HUMPHREYS & Co.

W. G. HUMPHREYS.

Bank Buildings,
Hongkong, 1st October, 1881.

HONGKONG TIMBER YARD,
WAN CHAI.

OREGON RINE SPARS
AND LUMBER
always on hand.

L. MALLORY,
Proprietor.

Hongkong, 24th June, 1881.

FOR SALE.

A DOUBLE-BARREL FOWLING-PIECE
(muzzle-loading), Patent Snap
Action, Twist Barrels, side-action
Locks; in leather case, with Shot
Pouch and Powder Flask. Price, \$10.
Apply at the Office of this Paper.
Hongkong, 25th October, 1881.

ECA DA SILVA & Co.

GENERAL COMMISSION AGENTS
AND AUCTIONEERS.

IMPORTERS OF PARISIAN
GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain
SATIN, SILK, AND GAUZE DRESSES.
A variety of Richly TRIMMED
COSTUMES, from the first houses
in Paris.

Elegant Dressing & Morning
GOWNS.

BATHING DRESSES in the latest
Style.

MUSLIN SHAWLS, CRAVATS,
and FICHUS.

An assortment of Fine FRENCH
CORSETS.

Ex recent Mail Steamers.

Ladies' and Children's STRAW
HATS in great variety.

PARASOLS and UMBRELLAS.

RIBBONS and SASEES of every
description.

Silk and Lisle Thread STOCKINGS.

COLLARS and CUFFS in latest
Fashions.

SATIN and KID SHOES.

White and Colored KID GLOVES.

Gentlemen's SILK and SATIN
SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Ar-
ticles suitable for presents, from the
Grand Magasins du Louvre.

Piesse & Lubin's Celebrated
PERFUMES.

The most varied collection of Fancy
Goods in the Colony.

SHERRIES of the Finest Quality
at extremely low prices.

Note the address, 48, Queen's-road
Central.

Hongkong, 15th June, 1881.

NOTICE.

GOODS received on STORAGE, at
the Blue Building Godowns,
Marine Lot 65, Praya East, and ad-
vances made on the receipt.

For the MESSRS Godown Co.
J. M. GUEBBS, Junr.

Hongkong, 3rd October, 1881.

Intimations.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS

AND

JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.

No. 46, QUEEN'S-ROAD CENTRAL.

J. ULLMANN & Co.

42, QUEEN'S-ROAD, CENTRAL, 42.

Importers of WATCHES,

CLOCKS, MUSICAL BOXES, MARINE

and EYE GLASSES, in great

varieties, and General Goods.

N.B.—Watches carefully repaired
at moderate rates.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

Good accommodation for Visitors,
English & American Billiards.

Tiffin at One o'clock.

Dinner at 7.30.

This Hotel is most centrally situated
and within easy distance of the prin-
cipal landing places.

J. COOK,
Proprietor.

William Schmidt & Co.

GUNMAKERS, &c.

BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
always on hand.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND

CLOCK-MAKERS,

Jewellers, Silver-smiths, and

Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents

for Louis Audemars' Watches;

awarded the highest Prizes at every

Exhibition;

and for Voigtlander and Sohn's

Celebrated OPERA GLASSES,

MARINE GLASSES, and SPYGLASSES.

No. 38, Queen's-road Central.

Afong, Photographer,

HAS A LARGER COLLECTION OF
VIEWS than any other in

CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visito, Cabinet, and all

other Styles of Portraits at equally

moderate prices executed under the

supervision and management of

D. K. GRIFFITHS,
Studio 8, Queen's-road.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT.

HONGKONG HOTEL BUILDING,
QUEEN'S-ROAD CENTRAL.

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE

LONDON AERATED

WATERS,

AND GENERAL AGENTS.

7, Beaconsfield Arcade.

A. MILLAR & Co.,

PLUMBERS, GASFITTERS,

COPPERSMITHS, AND BRASS-

FOUNDERS, OFFICE AND WAREHOUSE

FLETCHER'S BUILDINGS, QUEEN'S-ROAD

EAST WORKS—SPRING

GARDENS, WAN CHAI

For Sale.

SAYLE & CO.'S SHOWROOMS.

WINTER FASHIONS.

SAYLE & Co. intend making their
SECOND SHOW

TO-MORROW, NOVEMBER 1st,

and following days.

ALL NEW GOODS—Special Novelties for the Season direct from
Paris and London.

MILLINERY AND DRESSMAKING IN ALL ITS BRANCHES.

N.B.—The CHRISTMAS TOYS have arrived, also a variety of TENNIS
BADMINTON, and CROQUET SETS.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 31st October, 1881.

KELLY & WALSH

HAVE JUST LANDED, in very FINE CONDITION,
AMERICAN CIGARETTES:

CAPORALS, } In boxes of 500 for \$4.00.
SWEET CAPORALS,
HALF CAPORALS;

TURKISH CIGARETTES, ODESSA CIGARETTES,
MALTESE CIGARETTES.

CIGARETTE PAPER.
JOB, PAPIER PERSAN.

Also on hand HAVANA CIGARS of the very BEST BRANDS.

MANILLA CIGARS AND CHEROOTS.
PRINCESSAS, in boxes of 500. LONDRES, in boxes of 100.
CAVITES, in boxes of 500. VEGUEROS, in boxes of 100.

PENANG CIGARS.
GENERAL PELS, in boxes of 100.

TOBACCOS.

HAPPY THOUGHT. } STAR MIXTURE.
GOLDEN EAGLE. } DOLLAR BRAND.

TURKISH CIGARETTE TOBACCO.

SAMSON, in 1lb. and Half-pound Tins.
SMYRNA, in 1lb. and Half-pound Tins.

KELLY & WALSH, QUEEN'S ROAD.

Hongkong, 29th October, 1881.

By SPECIAL APPOINTMENT TO

H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,
Is now showing a large and well selected Stock of Black and Blue
BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS, French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite
for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and
pints. After Dinner CLARETS in quarts and pints.
CHATEAU-LAFITE, MARGAUX, LAROSE, LEOVILLE OLOS DE
MAURIN, &c. &c.

De St. Marcoux & Co's CHAMPAGNE in quarts, pints and half-pints.
CLARET in WOOD.

CHARTREUSE, OURAÇOA, MARASCHINO.
Price list on application.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

Manufacturers of the following:
AERATED WATERS, viz:
SODA TONIC, SASSAPARILLA,
AND POPASH, LEMONADE,
GINGERALE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY.

HONGKONG.
SHANGHAI PHARMACY.

SHANGHAI.
CANTON DISPENSARY.

CANTON.

THE DISPENSARY.

FOOCHOW.

Notices to Subscribers.

All communications should be addressed The
Editor "Hongkong Telegraph," 15, Wellington
Street.

All letters for publication must be written on one
side of the paper only.
Correspondents are requested to forward their
names and addresses with all communications in-
tended for insertion, not necessarily for publication,
but as evidence of good faith.

Notices to Correspondents.

Subscribers who do not receive their newspapers
within thirty-five minutes after the time of publica-
tion will oblige by communicating with the Editor.
Domestic Notices, if properly authenticated, will
be inserted free of charge.

Notice to Advertisers.

Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
contradicted.

MARRIAGES.

At St. Peter's Church, Hongkong, on the
17th October, Robert Crisp Hurley to Matilda
Edith Griffith.

On the 15th October, at St. John's Catho-
dral, by the Rev. W. Jennings, M. A. Colonial
Chaplain, F. T. Pearce Pospo to Alma, third-
surviving daughter of Bloomfield Douglas,
Esq., H.B.M. Resident, Selangor, Straits
Settlements.

DEATH.

At Macao, on the 26th October, at the
residence of his uncle, Camillo L. de Souza,
Esq., Evaresto Francisco da Roza, Interpreter
Sinologue, age 27, deeply regretted.

THE

Hongkong Telegraph.

HONGKONG, 31st OCTOBER, 1881.

THE beau ideal of a racecourse is one
that will neither jar the joints and
suspensory ligaments of the race-
horse by its hardness, cause an un-
necessary strain on the back tendons
in galloping by being what is called
heavy going, nor shorten the stride
and make it "dwell," in the re-
covery by a want of elasticity in the
turf. It is needless to say that a
racecourse answering all these re-
quirements is not to be found in the
Far East, nor are they very numer-
ous at home. The various courses
on Newmarket Heath, especially the
July Course, the Carragh at Kildare,
and Epsom Downs are probably the
best stretches of sound turf in Great
Britain, although there are undoubt-
edly scores of pretty little courses
scattered throughout the kingdom
which are almost all that could be
desired. The natural defects of the
Wong-wei-cheong track, such as they
are, unfortunately cannot be reme-
died. No amount of skill, trouble,
labour, and expenditure could ever
transform the course into the beau
ideal of a galloping track, judged
from from our English experiences.
It is better to recognise this fact at
the beginning. The Happy Valley,
although a very unsuitable course for
race-horses, is in many respects an
admirable track for China ponies—
not losing sight of the natural de-
fects above alluded to, which are ir-
remediable. The turf possesses none
of that elasticity, that "springiness,"
which is rightly considered an essen-
tial for an English racecourse. In
continued dry weather the going is
hard and "dead," very trying and
tiring for horses of every description
to gallop on; in wet weather it is
both heavy and holding, causing in

consequence an immense strain on
the back tendons, especially at the
end of a gallop when the animal is
tired. All the meacourses we have
seen in the East have these defects;
and in almost every case within our
knowledge to a far greater extent
than the Hongkong course.

These defects cannot be removed,
but the ill effects arising from their
existence, can to a great extent be
avoided, or at least considerably
lessened by a little care and attention.
When the track is hard and sun-
baked, it will not be necessary here
as in India to resort to "picking up,"
as a liberal use of properly constructed
water carts will almost invariably
be all that is required. When the
going is heavy and holding, resem-
bling a bog in certain portions of the
course, the constant use of a light
harrow, and a very heavy roller,
(similar to that used by the Surveyor
General's department in the public
roads) will work wonders.

The real trouble, however, of which
we have all good reason to complain
can hardly be classed as a natural
defect, seeing that it is caused by
neglect, and can be removed with
very little trouble, and at slight ex-
pense. It is neither the hard,
inelastic nature of the track in dry
weather, nor the heavy going after a
rainfall, that we attribute the many
break-downs for which our racecourse
has obtained such an unenviable no-
toriety; but simply to the many ir-
regularities on the surface of the
track. We have carefully gone over
the ground times out of number, and
as a result of these inspections have
frequently called the attention of the
racing authorities, through the me-
dium of the public press, to the ne-
cessity which existed for something
being done in making the course as
level as possible. Nothing however
has ever been attempted, and this
neglect, for it is nothing else, has
been the direct cause of many high
class race-ponies breaking down dur-
ing training. It is a recognised fact
amongst all practical horsemen, that
these irregularities on the surface of
a racecourse lead to many serious
accidents through stumbling and
slipping up, besides being a frequent
cause of sprain to the back tendons,
suspensory ligaments, and fetlock
joints. A well kept race-course is as
level as a bowling green; ours on
the contrary is so full of ruts, holes,
and irregularities that it is impos-
sible to gallop at full speed without
running a great risk both to horse
and rider. As already stated in a
previous article, we have recently
experienced both the bodily risk, and
the misfortune of losing a valuable
racer, solely owing to the imperfec-
tions on the course to which we have
just alluded.

The remedy for all this is not far
to seek. There is no actual neces-
sity for the whole length of the track
being re-turfed as appears to be the
general opinion. The soft turf affords
fairly good going, and with
ordinary attention would leave little
room for complaint. Certain por-
tions of the course would certainly
require levelling and re-turfing, and
a free use of manure or tan, and con-
stant harrowing and rolling would
do the rest. The irregularities on
the surface are generally caused by
the heavy rains, and could easily be
eradicated, and prevented for the
future by the aid of a heavy roller,
which would keep the ground per-
fectly level, if used immediately after
the heavy rains. Accidents very
rarely occur to the racer in training
excepting when the animal hits
himself by cutting or over-reaching,
or puts his foot on uneven ground,
presuming that he is sound to com-
mence with, and we feel quite assured
that breaking down would quickly
be reduced to a minimum in Hong-
kong if our proposals were adopted
and carried out effectively.

The most dangerous portion of the
race-course, and where the majority
of cases of break-down have occurred
in the past—and are likely to occur
in the future—is that at the western

end, extending from the judge's box
to the three-quarter mile post. The
sharp turn a few yards past the
winning post cannot be safely
negotiated without causing a very
severe and undue strain to the back
tendons and ligaments, and with a
tired animal finishing his gallop the
danger is increased fifty-fold when
the surface of the track is uneven,
and full of ruts, as it is at present.
It is a common custom to finish the
gallop after passing the winning
post, and to pull up immediately
afterwards, sometimes even before
the turn out of the straight is made.
The ground is uneven here, and a
pony's fetlock joints are particularly
liable to a wrench or strain especially
when suddenly pulled up. The
custom adopted by a well known
Foochow sportsman of invariably
finishing his training gallops on the
Black Rock hill is a very sensible
and practical one, which ought to be
generally followed, as the risk in
pulling up is greatly lessened. How-
ever, until the authorities initiate
active proceedings to eradicate the
glaring defects we have pointed out,
the state of the race-course will
always be regarded as unsatisfactory
and unsafe.

The German ship *Wien* was towed
round to Aberdeen Docks early this
morning.

Mr. Anselmo Ferreira Pinto Bastos
has been appointed Consul-General for
Portugal in London.

We learn from the agents, Messrs.
Jardine, Matheson & Co., that the
steamers *Glenarvon* and *Suez* left Sin-
gapore for this port on Saturday and
yesterday respectively.

The Occidental & Oriental Steam-
ship Company's steamer *Oceania*, with
mails from San Francisco to the 8th
instant, has arrived at Yokohama and
will leave for this port to-day.

We notice that the Spanish steamer
Jolanda which we announced on Sat-
urday as having departed for Manila is
still in the Harbour. We understood
that she has been delayed owing to
some defect in her machinery.

At a Regular Convocation of Victo-
ria Chapter of Royal Arch Freemasons
held on Friday evening last, the follow-
ing officers were elected for the current
year:—

First Principal, M. E. Z. Comp. W. M. Deane.
Second Principal, H. Comp. W. M. B. Arthur.
Third Principal, J. Comp. Dalton Sayle.
Scribe E. Comp. Paul Jordan.
Scribe N. Comp. G. Orley.
Principal Steward, Comp. W. Wintram.

As previously announced in our col-
umns, H.E. the Governor has kindly
consented to lay the foundation stone
of the new Roman Catholic College at
Glenelg on Thursday next, the 3rd
November, at 4.30 p.m. The Rev.
Father Burghenoli requests us to in-
form the general public of Hongkong
that the Roman Catholic community
will feel honored by their presence on
that occasion.

The Danish steamer *Actin*, Captain
Borresbeek, which arrived here on Sat-
urday afternoon, reports:—Left Ma-
nila on 16th instant with fresh N.W.
winds which continued up to the 18th
when it began to blow hard from
N.N.W. veering round to N. by E.
with high sea. On the 19th the wind
was blowing hard from N. to N.E.
with very high sea, and on the 20th
from N. N. by E. and N.W. with
heavy squalls and rain. Experienced
a heavy westerly gale on the 21st,
when the ship was put back through
stress of weather and want of coals.
We arrived in Manila the same night.
Left again on the 22nd, and on the
following day had N. by W. and N. E.
winds with fine and clear weather;
24th had fine weather and N.N.E.
winds; 25th had four hours fine weath-
er, although the sky looked dirty.
At 5 p.m. it commenced to blow from
N. to N.W. by W.; set sails to keep
steamer steady as it was blowing very
hard with a high sea, which continued
to the 27th when the weather began
to moderate during the afternoon. At
11 p.m. the ship went aground on the
Pratas Reef. At 2 p.m. on the 28th
got her safely off and proceeded to
Hongkong with fine weather. Arrived
in port at 6.30 p.m. on the 29th
instant.

It would appear that the appointment
of "Principal Civil Medical Officer" (1)
of Labuan has been actually going a
begging some daring to take it up
owing to the unhealthy state of the
island. We learn, however, that Dr.
Jansz, a native of Ceylon, has accepted
the post conditionally for the term of two
years; but as there is very little in the
island to compensate a "professional"
man for self-imposed exile in that out-
of-the-way locality, we expect that the
Imperial Government will be soon in
quest of another nominee for this; as it
is grandiloquently termed in Official
language, Colonial Sargeonry!

A mass meeting of fifty thousand
persons has been held in Hyde Park in
connection with the agitation now
going on in Ireland. The telegram
states that the meeting condemned the
policy of the Government in Ireland.
What particular line of policy has been
condemned we are left to guess, but the
result can hardly be surprising, what-
ever is referred to, when it is considered
that the meeting was convened for the
express purpose of passing a set of re-
solutions against Mr. Gladstone's gen-
eral policy, and composed of sympa-
thisers with the Land League agitators.

Says an old London coaljutor, who
ought to know something of the sub-
ject, if a life long experience goes for
ought;—What is a real Havannah ci-
gar? Years and years ago it was a
delightful after-dinner dream, a whiff
of æsthetic bliss, an ethereal experience,
cream of the most superb feast, and a
soother of all troubles. Now it appears
to be a stick of vegetable leaf made in
Breiten, shipped to Cuba by the gross,
taken out there, stuffed into Havannah
bundles, and "baptised" with Havan-
nah trademarks. Those of the Havan-
nah cigars which are not made in
Breiten are possibly manufactured in
Whitechapel, so that lovers of a really
good smoke—if they wish to be sure
what they put into their lips—had
better stick to the homely clay and
honey-dew.

A correspondent writes:—Yester-
day was one of the best sporting days
we have had during the present shooting
season. Our party went up to Castle
Peak, where we found a goodly number
of sportsmen, there being three steam
launches, and three or four Hukka
boats at anchor in the bay. Snipe
were rather scarce in the fields, but
quail were in great abundance, and
partridge, woodcock, and teal were fair-
ly plentiful. The thirty odd worshippers
at the Shrine of Diana kept hard at
work from early morning up till four
in the afternoon, and with very success-
ful results. This is the best season in
our locality for shooting, as the weather
is not inordinately warm, and there is
plenty game to shoot, to say nothing
of the healthy recreation afforded by
the trip up the river, and a good tramp
through that country. I have been out
almost every Saturday for the past two
months, and feel wonderfully braced
up after the long tedious summer.

Mr. Danby's quotation in his pam-
phlet, which we noticed the other day,
regarding the enhancement in the
value of property in the suburbs,
was rather unfortunate, having set
some folks thinking, who now ask
whether the main object of the local
scheme may not be the improvement of
property at East Point? We, of
course, scout the idea of such a mor-
tuary motive! We may, however,
supplement our previous comments by
adding that the ferry fare to Kowloon
for Chinese is only 2½ cents per head,
despite which some of them prefer the
old "pull-away," by the use of which
a saving of one cent can be effected!
This speaks favorably for remunerative
returns! A gentleman carrying on
business for a very long period in this
colony, whose premises are situated a
few yards up a little lane leading from
Queen's Road, remarks on this head:—
"My goods are landed and stored at
the Hongkong Pier. I have only to
send a comprador, who collects a score
of coolies, at three cents each, who
bring them right into my business
place, and there the matter ends. Will
the Tramway Company pick my goods
up at the godown, load them there, or
unload them at the bye-street junction?
Even if they were to do all this—public
obstruction aside—I would still have
to transfer my goods by coolie agency
into my house of business!" *Qui bono?*

SPORTING GOSSIP.

Our evanescent contemporary has come
up to the scratch smiling, with a new
sporting correspondent, the usual *China
Mail* competent authority on the sport
of kings. This latest luminary must
be fearfully and wonderfully constituted.
As we knew nothing to the contrary,
we may be an authority on aquatics,
and intimately acquainted with every
branch of modern athletics; but it
must be perfectly plain to every person
practically acquainted with the subject,
that the man who observes in reference
to the first instalment of our subscrip-
tion griffins which arrived on Saturday
afternoon, that "they are on an aver-
age equal in physique to consignments
of previous years, although to the non-
professional eye they look anything
but racers," can only be two or three
degrees removed from hopeless idiocy.
We have heard of the physique of an
athlete or oarsman, but the term ap-
plied to a race-pony is one of those
Callythumpian absurdities, of which
the exclusive privilege belongs to that
admirable organ of the missionaries,
the *China Mail*.

The first instalment, numbering one
dozen, of the 38 subscription griffins
purchased in Shanghai, safely arrived
by the *Khiva* on Saturday afternoon.
They were drawn for by the subscribers
at Kennedy's Horse Repository at 5.30
in the presence of a fair sprinkling of
well known sportsmen, amongst whom
we noticed Captain Brennan, of Foo-
chow, who will be remembered as
having created a bit of a sensation at
our races four years ago by running the
mighty Eglmont to a short head for the
Foochow Cup, with the cream-colored
Jambaree. This popular north-country
"sport" is now en route to England by
the steamship *Glenorchy* on a well
earned holiday, which we trust he will
thoroughly enjoy.

The first instalment of griffins are a
fairly good-looking all round mob,
without there being a sign of anything
conspicuously racing-like. They are
in poor condition generally, and we
really feel inclined to grumble at the
manner in which they were sent down.
The ponies cost laid down here about
\$150 each, which is a pretty stiff figure
for a large lot of untried ponies bought
at public auction; and on that account,
as well as for other important reasons,
it was surely worth while providing
each pony with a coarse blanket before
shipping them in Shanghai. It must
be rather cold out at sea during the
night between Shanghai and this port,
and we all know how susceptible any-
thing in the shape of horse flesh is to
chills, and bad colds, with their atten-
dant evils. It is surely an unsound
policy to run any risks of that kind for
the sake of the two or three dollars
involved in the purchase of a coarse
horse-blanket!

The lucky (?) drawers on Saturday
were Mr. Paul, who drew three, Mr.
Grammont and Don Enrique who had
each a couple, and Messrs. Manger,
Kahn, Poesnecker, Theo, and Reiners
with one each. Mr. Paul had a racing-
like grey in his lot, and a compactly
built dun with the Tajmahal "chop"
on his hind quarter; the latter although
rather under-sized, has a hardy wear
and tear look about him, and a general
conformation which looks like gallop-
ing. Mr. Grammont's pair are a grey
and a dun, the first named a promising
looking pony, standing on a set of clean,
well made limbs, but somewhat short
in the middle piece to please the eye of
a fastidious critic; the other, a hardy
animal, with a great shaggy coat which
prevents anything but the haziest idea
being formed as to his shape. He
certainly looks coarse and unwieldy in
the rough, but we shall expect to see
him strip a good-looking griffin, not-
withstanding his also being undersized.
Of Don Enrique's brace the big iron
grey is a fine upstanding pony, with
plenty of length, and a set of legs which
may carry the Manila sportsman's
jacket to victory notwithstanding the
objectionable colour. The other one,
also a grey, is the smallest of the mob,
too small in fact to race against the big
ponies with any prospects of success,
unless he should happen to turn out a
second Red Robin. This pony is re-
markably well shaped, but he is not
quite sound on his legs, whether owing
to stiffness, or to some natural defect
we have not yet been able to ascertain.

Mr. Manger's grey is the shapeliest
and most racing like of the whole dozen.
Although rather leggy, and light lim-

bered throughout, he has a speedy look about him we greatly admire, and we shall be surprised if he does not turn out a racer; that is, providing he is properly handled. The dun which fell to Mr. Kahn's lot is also a nice looking pony, although erring on the small side, whilst Mr. Poesnacker's big brown is too shaggy to be accurately described at present. We may mention, however, that this pony, which appears, by the way, to have been subjected to a deal of knocking about, on board ship, has great length, and is well set on "understandings" which should stand him in good stead during his preparation. We had no opportunity of running the rule over Mr. Reiners' griffin, but Mr. Theo's is a fine looking pony which promises well. About this candidate, a well known "sport" gave his opinion that his appearance on Saturday was not the first time he had enacted the rôle of a genuine griffin. This was a joke of course.

Mr. H. J. H. Tripp has been appointed Clerk of the Course for the ensuing races, *vice* Friend resigned. The *China Mail* says that "a better selection could not have been made, as, from his energy and general popularity, Mr. Tripp will be without doubt the right man in the right place." We shall be better able to judge of Mr. Tripp's energy, general popularity, and efficiency as our C.O. after we receive a practical demonstration of these estimable qualities. We are quite sure Mr. Tripp would not thank us to follow the *China Mail's* example by covering him, in lick-spittle fashion, with slovenly adulation before he has done anything to deserve it. We believe the Stewards have acted wisely in selecting Mr. Tripp, and that gentleman can always rely on our support in any matter connected with his duties as Clerk of the Course.

The Race Course will be formally opened to-morrow morning, November 1st, for training operations, when a good muster of sportsmen ought to inaugurate the season in good style. We observe that some slight amount of attention is being paid to the state of the course, but no match has been erected. "Taylor" and his assistants have been busy these past few days scrubbing out the "Saigon tap-pot," so we may confidently look forward to the "nectar fit for gods" as of old.

Robert Saggett, of Castle Eden, would be well able to give evidence as to the working of our English prison system. He has just been sent to goal for being drunk and assaulting the police, but this will doubtless trouble him very little, for at the petty sessions at which he made his appearance it was stated that Robert, who is forty-five years old, has been convicted no fewer than one hundred and fifteen times. He was only liberated six weeks ago, after spending five years in penal servitude. What is to be done with such a man as this?—*Sportman*.

The new work on recent naval administration which Sir Thos. Brassey, First Lord of the Admiralty, has in the press, will, says the *Daily News*, constitute a very complete survey of the whole subject. It will occupy six volumes, of which the first two, devoted to English and foreign ships of war, and accompanied by many illustrations by the Chevalier de Martino are now in the press. Volume 3 will treat of naval and professional opinions on shipbuilding for the purposes of war; and vols. 4 and 5 will comprise speeches and papers on naval topics. The subject of the last volume will be the merchant service.

General Burnside, United States senator from Rhode Island, who died suddenly of spasms of the heart on September 18th, succeeded General McClellan in the command of the Potomac during the Civil War, and on Dec. 12, 1862, was defeated at Fredericksburg by General Lee, and was shortly afterwards superseded by General Hooker. When General Grant was placed in command of all the Federal armies, General Burnside was appointed to the command of a division, but having planned an unsuccessful attempt to blow up a fort in front of Petersburg he sent in his resignation, which the President refused to accept, but gave him leave of absence, and he was not again called into active service. In 1866 he was elected Governor of Rhode Island, and in 1875 was elected to represent that State in the Senate of the United States.—*Overland Mail*.

CHOLERA IN JAPAN.

In corroboration of our advices from Japan, with regard to the cholera there, already published, a recent issue of the *Hogo News* has the following:—"Cholera" news is getting very scarce in the native papers, recent issues not containing the slightest reference to that exciting topic. Probably the subject is exhausted. This seems a reasonable supposition, because the last victim of cholera whose sad fate appears in the *Koba Shimpō* happened to be a dog. The animal is reported to have rushed into a house in Aiwoicho on the 5th instant, tumbled over, and died shortly afterwards with all the symptoms of cholera strongly developed. All that is requisite to complete the story appears to be the addition of a commiserating policeman armed with a bottle of carbolic acid, and showering around his disinfecting favours. It is hard to say whether Mr. Tatono, the governor of Osaka, is to be pitied or congratulated. One of his servants died the other night of what is now called cholera, and the consequence was his master took a holiday "in order to avoid spreading contagion," at least, so says the *Osaka Nippo*. Now if the deceased man were a good servant, we are inclined to think, judging from the severity of the article in Japan, that Mr. Tatono is very much to be pitied, and no adequate consolation for the loss could possibly be extracted from a few days recreation. But if on the other hand the man was one of the usual run of native domestics, the governor is a fit subject for hearty congratulation. It is not given everyone to thus combine two pleasures."

THE FRENCH IN TUNIS.

The *Daily News* correspondent in North Africa gives the following account of the French military operations in Tunis, and of the kind of skirmishing maintained between the French and the Arabs:—"The operations were fixed for the first days of September, and indeed two brigades of reinforcements will arrive before that epoch, one of which is already formed, while the other is in course of formation. It was the occurrences at Suse and the continual murders and robberies committed by the Arabs which determined them suddenly to commence the campaign to their great disadvantage, and probably with no result whatever. The French troops, about 1,200 men, were encamped at Hanga l'Arbain, near Hammamet, on the way of Suse, and at some five hours' distance from Tunis. This place is full of olivaceous olive trees, beneath which the paths pursue a very tortuous course, which the Arabs pass through with little fatigue. These men, numbering 1,500 on horseback, rushed in the dead of night furiously into the heart of the French camp. The sentinels, however, had given the alarm; but from the disorderly approach of the enemy they seemed to be by far the more numerous, and a moment of uncertainty prevailed in the French camp. But, as soon as tranquillity was restored, the French troops, placed on *tirailleurs*, and with their guns well pointed, poured a deadly fire upon the Arabs, and repulsed them disastrously. The French state that they had three dead only; but I am informed from a good source that the number was forty, and that they caused a considerable loss to the Arabs. No sooner was the action begun than the carabers, who supplied the French column with provisions, betook themselves to flight. In the confusion they pursued different roads, but all were met by other Arabs and robbed of their horses and carts with their contents."

Some idea of the military spirit which animates the French may be gathered from latest movement of the Government to constitute in reality "a nation of soldiers." In order that the rising generation of Frenchmen may be instructed in rifle practice before even they enter the army, a sum of one million of francs is to be applied by the Minister of War to the purchase of guns for the use of boys in elementary schools. These arms will be similar to the regulation army rifles, but of course lighter. Each school is to receive three, of which one will be specially adapted to being taken to pieces for the practical teaching of the principle and construction of fire-arms.

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

Owing to the monthly settlements, and the departure of the English mail this afternoon, there is very little business to report from the share market. Hongkong Fires have been sold at 930, a reduction of 20 on the previous quotation, and they are still on offer at the price. Banks have been negotiated at 114 per cent. premium, but the supply has exhausted the demand, and the stock is weak with plenty of sellers at the quotation. Docks are offered at 33 per cent. premium, but no business has been done since our last issue. Sugars are also rather weaker than has been the case for some days past, and we have heard several small lots offered at 160, without being resound to. Other quotations remain unaltered.

SHARES.

Hongkong and Shanghai Banking Corporation—114 per cent. premium, Sales & Sellers.
Union Insurance Society of Canton—\$1,650 per share.
China Traders' Insurance Company—\$1,600 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yangtze Insurance Association—Tls. 830 per share.
China Insurance Company—\$307½ per share, sellers.
Man On Insurance Company, Limited—\$25 per share premium.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$930 per share, Sales & Sellers.
China Fire Insurance Company—\$376 per share.
Hongkong and Whampoa Dock Company—30 per cent. premium, Sellers.
Hongkong, Canton, and Marine Steamboat Company—\$24 per share premium.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$104 per share.
China Sugar Refining Company, Limited—\$160 per share, Sellers.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Hongkong Ice Company—\$128 per share.
Hongkong and China Bakery Company, Limited—\$50 per share.
Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest.
Chinese Imperial Government Loan of 1881—3½ per cent. premium.
EXCHANGE.
On LONDON—Bank Bills, T.T. 3/8½
Bank Bills, at 30 days sight 3/8½
Bank Bills, at 6 months sight 3/9½
Credits, at 4 months sight 3/9½
Documentary Bills, 4 months sight, 3/9½
On PARIS—Bank Bills, on demand 4/68
Credits, at 4 months sight 4/82
On BOMBAY—Bank, T.T. 223½
On CALCUTTA—Bank, T.T. 223½
On SHANGHAI—Bank, T.T. 73½
Private, 30 days sight 74

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S ROAD).

Hongkong, 29th and 31st October.
BAROMETER—1 P.M. 30.072
Do. 4 P.M.
THERMOMETER—1 P.M. 80.
Do. 4 P.M.
Do. 1 P.M. (Wet bulb) 73.
Do. 4 P.M. Do.
BAROMETER—9 A.M. 30.182
THERMOMETER—9 A.M. 72.
Do. 9 A.M. (Wet Bulb) 69.
Do. Maximum 80.
Do. Minimum (over night) 69.

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 29, ANCONIA, British steamer, 1,304, Charles Jackson, Singapore 22nd Oct., General.—Butterfield & Swire.
Oct. 29, OLYMPIA, German steamer, 783, Wagner, Montong 24th Oct., Salt.—Siemssen & Co.
Oct. 29, ACTIV, Danish steamer, 268, Reveback, Manila 22nd Oct., General.—Arnhold, Korberg & Co.
Oct. 30, Fo-yew, Chinese steamer, 920, Crowd, Canton 29th October, General.—O. M. S. N. Co.
Oct. 30, DIAMANTE, British steamer, 514, Cullen, Manila 27th Oct., General.—Russell & Co.
Oct. 30, AMOR, British steamer, 814, O. Hermann, Shanghai 26th Oct., General.—Siemssen & Co.
Oct. 30, TIGER, British steamer, 1,323, R. Power, Amoy 29th October, Tea.—Butterfield & Swire.
Oct. 30, Yung-woo, Chinese corvette, from Canton.
Oct. 30, CHING-TSING, Chinese gunboat, from Canton.
Oct. 30, LUOY, British schooner, 219, Habekost, Whampoa 29th Oct., Ballast.—Chinese.
Oct. 31, HARDWICK, British steamer, 715, Topp, Canton 30th Oct., General.—O. M. S. N. Co.
Oct. 31, STRATHMORE, British steamer, 1,383, J. Rowell, London 11th Sept., and Singapore 23rd, General.—Russell & Co.
Oct. 31, GUSTAV & MARIE, German bark, 357, H. Buhre, Tournon 20th Oct., General.—Wieler & Co.

DEPARTURES.

Oct. 29, GABRIO, British steamer, for Yokohama and San Francisco.
Oct. 29, EMRY, Spanish steamer, for Manila.
Oct. 29, WRECKER, American Jorecht, for Yap.
Oct. 30, ANGER HEAD, British steamer, for San Francisco, &c.
Oct. 30, HAINAN, British steamer, for Hoihow, &c.
Oct. 30, GREYHOUND, British steamer, for Pakhoi.
Oct. 30, CHENG HOOK KIAN, British str., for Swatow.
Oct. 30, KWANGTUNG, British steamer, for Coast ports.
Oct. 30, GLENORRY, British steamer, for London.
Oct. 30, TEUGER, British steamer, for Singapore.
Oct. 30, AMOR, British steamer, for Canton.
Oct. 30, PING-ON, British steamer, for Hoihow, &c.
Oct. 31, Yung-woo, Chinese corvette, for Foochow.
Oct. 31, CHING-TSING, Chinese gunboat, for a cruise.

PASSENGERS.

ARRIVED.

Per Gustav & Marie, German bark, from Tournon, 32 Chinese.
Per Amoy, steamer, from Shanghai, Rev. Dr. Donn and Mr. Kofod.
Per Strathmore, steamer, from London and Singapore, Miss Caroline Reeves, and 161 Chinese.
Per Diamante, steamer, from Manila, Messrs. G. M. Curtis, J. B. McOullock, W. B. Spratt, 8 Europeans deck, and 161 Chinese.
Per Anchises, steamer, from Singapore for Hongkong.—Mr. Pemberton Willard, Miss Annie Beresford, Miss Alice Vernio, Miss Vena Lyle, and Miss Constance Carleton. For Shanghai.—Mr. and Mrs. Betts and child, Mr. and Mrs. Mitchell and Miss Mitchell. For Yokohama.—Miss Cameron.

REPORTS.

The British steamer Teucer, from Amoy, reports moderate N.E. winds and sea.
The British steamer Strathmore, from London and Singapore reports:—Light S.W. winds first part, moderate and strong N.E. wind latterly.
The British steamer Diamante, from Manila, reports had moderate N.W. winds with heavy head swell first part; latter part fresh North-easterly winds with lumpy sea.
The British steamer Amoy, from Shanghai reports:—Experienced a strong N.E. gale, thick rain, and high confused sea between Hainan and Oksu; first and latter part fine weather.
The British steamer Anchises, from Singapore reports:—Left Liverpool on 9th September and Singapore on the 22nd October; from thence to port light variable winds and fine weather.

MAILS.

The following mails will close:—
TO-MORROW, 1st November,—
For Saigon, per Lido, at 5 p.m. For Shanghai, per Hardwick, at 1.30 p.m.
On WEDNESDAY, 2nd November,—
For Nagasaki and Yokohama, per Malacca, at 11.30 a.m.

THEATRE ROYAL, CITY HALL.

FOR TWO NIGHTS ONLY.

Under distinguished Patronage.

THE AMATEUR DRAMATIC COMPANY OF H.M.S. COMUS will give an Entertainment on MONDAY AND TUESDAY, November 7th and 8th, IN AID OF THE "SEAMEN AND MARINES' ORPHAN HOME."

The Performance will commence with a Comedietta in one Act, by T. J. WILLIAMS, Esq., entitled "I'VE WRITTEN TO BROWNE" To be followed by STEP-DANCING AND RECITATIONS. The whole to conclude with a Laughable Farce, in one Act, entitled "A REGULAR FIX."

Doors open at 8.30, to commence at 9 p.m. sharp.

By kind permission of Colonel Geddes, the Band of the Royal Inniskilling Fusiliers will be in attendance.

PRICES OF ADMISSION: Dress Circle \$2.00 Pit \$1.00 Tickets may be obtained at Messrs. Lane, Crawford & Co.'s, where a plan of the Theatre may be seen; and at the Doors on the nights of the Performance.

For further Particulars see Programme Bills.

M. EDWARDS, General Manager, Hongkong, October 31st, 1881.

MacEWEN FRICKEL & Co.

GENERAL STOREKEEPERS, &c. HAVE FOR SALE:

Groceries.
Crosse & Blackwells, Celebrated Household Stores.
John Moir & Sons, Celebrated Household Stores.
American Stores of all descriptions.
Huntley & Palmer's BISCUITS & CAKES, BUTTER, Danish & French, Philippe & Camard's PATES &c.
CHUTNIES & CURRY POWDER, TEYSSONBAU'S FRUITS in juice.
COFFEE, SUGAR, &c., &c.
Wines, Spirits, &c.
OUTLER PALMER & Co.'s "OARTE BLANCHE," HEIDSIECK & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY, CABINET. MUMM'S (JUNES) CHAMPAGNE pts. and qts. NEYEN'S (BODEX) BOUZY, pts. and qts. EXTRA SEC, quarts. Charles Heidsieck's WHITE SEAL, pts. and qts. YEUVE CLUQUOT PONSARDIN, pts. and qts. Theophile Roderer & Co.'s VERZENAY MOUSSEUX, pts. and qts. Krag's CHAMPAGNE, pts. and qts.

OUTLER PALMER & Co.'s CHATEAU MOUON, LORMONT, pints, and quarts. ARAUZAN (Chateau), pints and quarts. HERMITAGE LUDON, THIBOUT (Chateau), pints and quarts. CHATEAU LAROSE (Outlier & Adet's), pints and quarts. CHATEAU LAFITE, pints and quarts. IRES GRAVES, pints and quarts. BREAKFAST CLARET, pints and quarts. OLD TALLID-CLARET. St. JULIEN, &c., &c. Breakfast Claret. Burgundy, Hock, Sherries, &c. Chamberlain, Chablis (White), Liebfraumilch, Hockheimer, Niersteiner, Steinberger Cabinet, Rudesheimer, Berg, Konin Victoria, Berg, Chateau Yquem, Grand Vin, Haut Sauterne, Marsala, Saccone's Pale Dry-White Seal Sherry, Yellow Seal Amontillado Sherry, Outler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c. 1, 2 and 3-star Hennessy's Brandy, La Grande-Marque Brandy, Outler Palmer & Co.'s Brandy, Ruyet Guillet & Co.'s Brandy, 1 to 4 stars, Finest Old Bourbon Whisky, highly recommended, Kinahan's L.I. Irish Whisky, Jamieson's Irish Whisky, Royal Glendoe Whisky, AVH Gin, Swaine Board & Co.'s Old Tom Gin, La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curacao, pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts. GUINNESS'S STOUT, bottled by H & J. Burke, pints and quarts. PILSENER BEER, in quarts. DRAUGHT ALE and PORTER, by the Gallon.

Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogheads.

Aerated Waters. SODA WATER, LEMONADE, TONIC WATER, SASSAPARILLA, &c., &c., &c.

The Finest Stocks of CIGARS, CAVITE-CHEBROOTS, PRINCESA CHEBROOTS, PRINCESA CIGARS, ABOCEROS, YEGUEROS, &c., &c., &c.

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Stationery for Ladies and Office use. Direct from the manufacturers the best and Cheapest in Hongkong. Special orders in this line executed on very moderate terms.

Papers ruled to any pattern and stamped Plain, cameo or relief. Dies engraved to order. Office requisites of every description. Milner's Fire Proof Safes, Cash and Deed Boxes, Brushware.

Cutlery, Crockery, and Glassware. Builders' Hardware material, Sporting Guns, Revolvers and Sporting ammunition. Sailmaking and Rigging promptly executed.

CHAIR AND BOAT HIRE.

Legalised Tariff of Fares for Chairs, Chair Bearers, and Boats, in the Colony of Hongkong.

CHAIRS AND ORDINARY PULLAWAY BOATS.
Half hour, 10 cents.
Hour, 20 "
Three hours, 50 "
Six hours, 70 "
Day of 12 hours, One Dollar.

To VICTORIA PEAK.
Single Trip.

Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
Return (direct or by Pok-foo-lum).
Four Coolies, \$1.50
Three Coolies, 1.20
Two Coolies, 1.00

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).
Single Trip.

Four Coolies, 60 cents.
Three Coolies, 50 "
Two Coolies, 40 "
Return (direct or by Pok-foo-lum).
Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
The return fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip } Peak, ... \$0.75 each Coolie
(12 hours) } Gap, ... \$0.60 each Coolie

Licensed Bearers (each).

Hour, 10 cents.
Half day, 35 "
Day, 50 "

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 800 or 900 piculs, per day, \$3.00
1st Class Cargo Boat of 800 or 900 piculs, per Load, \$2.00
2nd Class Cargo Boat of 600 piculs, per day, \$2.50
2nd Class Cargo Boat of 600 piculs, per Load, \$1.75
3rd Class Cargo Boat or Hak-kan Boat of 300 piculs, per day, \$1.50
3rd Class Cargo Boat or Hak-kan Boat of 300 piculs, per Load, \$1.00
3rd Class Cargo Boat or Hak-kan Boat of 300 piculs, per Half day, \$0.50

or Pullaway Boats, per day, \$1.00
One Hour, \$0.20
Half-an-hour \$0.10
After 6 P.M., 10 cents extra.
Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scales of Hire for Street Coolies.
One Day, 83 cents.
Half Day, 20 "
Three Hours, 10 "
One Hour, 5 "
Half Hour, 3 "
Nothing in the above Scale is to affect private agreements.

For Sale.

FOR SALE.

ANGLO-CHINESE CALENDAR FOR 1882.

NEATLY PRINTED, ON CARD, BOARD.
Price:—10 cents.

DE SOUZA & Co.

FOR SALE.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen.—Price 50 cents.

DE SOUZA & Co.
Hongkong, 28th June, 1881.

JUST RECEIVED.

A SELECTED ASSORTMENT of MENU CARDS, SEAT CARDS, VISITING CARDS.

Apply to
DE SOUZA & Co.

FOR SALE.

A TABLE

Showing the mean time of Rising and Setting of the Sun calculated for the Latitude of Hongkong or any other Latitude if required.

Price:—20 cents.
DE SOUZA & Co.

To be Let.

TO LET.

Immediate Possession,
TOP FLOOR of No. 3, Queen's Road Central (above Mr. NOLAN'S).
J. M. GUEDES, Jun.
Hongkong, 3rd October, 1881.

TO LET.

HOUSES at SPRING GARDENS.

Apply to
F. PEREIRA,
215, Wanchai Club.
Hongkong, 7th September, 1881.

For Sale.

FOR SALE CHEAP.

A First Class PONY PHAETON by Lenny of Croydon.
Apply to
M. A.
The "Hongkong Telegraph" office.
Hongkong, 24th June, 1881.

FOR SALE.

AUSTRALIAN WINES, PORT AND SHERRY, of the finest quality, from Coolatta Vineyard, Braxton, Hunter River, N.S.W.

Apply to
R. FRASER-SMITH,
Club Chambers.

FOR SALE CHEAP.

BOWLING ALLEYS.

WITH BALLS, PINS, &c., Complete.
The Alleys are 79 feet in length, and were laid down about a year ago at a cost of over \$600. They have seldom been played on, and are in splendid condition.

Will be sold a bargain.
Apply to
R. FRASER-SMITH,
Club Chambers.
Hongkong, 1st July, 1881.

FOR SALE.

MERCHANTILE DIRECTORY of the World, in 3 volumes, comprising the Continental, Foreign and British Portions \$25.00

Select Phrases in the Canton Language 0.50

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DE SOUZA & Co.
Hongkong, 15th June 1881.

R. FRASER-SMITH,
PUBLIC ACCOUNTANT,
ARBITRATOR,

AND
COMMISSION AGENT.
CLUB CHAMBERS, HONGKONG.

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NEW DIRECTORY FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES,

FOR THE YEAR 1882,

WILL BE PUBLISHED,

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"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Ponnang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

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It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be—

\$10 per page in Hongkong, and \$12 at Outports.

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"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

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There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such Directory has ever been published

either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong, October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—No. 1 extending from Green Island to the P. and O. Company's Wharf; No. 2 from the P. and O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Government Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to Kollat's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Reg.	Tons.	Consignees.
Steamers.						
Activ	3 Oct.	29	Raveback	Danish	268	Arnhold, Karberg & Co.
Anchises	3 Oct.	29	C. Jackson	British	1304	Butterfield & Swire.
Avoca	2 Oct.	25	Hassall	British	904	P. & O. S. N. Co.
Cassandra	8 Sept.	29	F. Ahrens	German	1097	Siemssen & Co.
Conquest	7 Sept.	28	Hamlin	British	318	Shun Hang Hong.
Devonshire	4 Oct.	24	Pervis	British	1513	Russell & Co.
Diamante	3 Oct.	30	Cullen	British	514	Russell & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Fu-yew	3 Oct.	30	Crood	Chinese	920	C. M. S. N. Co.
Hardwick	3 Oct.	31	Topp	British	718	C. M. S. N. Co.
Himalaya	2 Oct.	27	Reedle	British	514	Tung Kee & Co.
Hongkong	1 Oct.	28	Kennett	British	67	K. Acheong & Sons.
Japan	* Oct.	6	Gardner	British	1866	D. Sassoon, Sons & Co.
Kang-chi	3 Oct.	27	Marsden	Chinese	688	C. M. S. N. Co.
Khiva	2 Oct.	29	Horne	British	1506	P. & O. S. N. Co.
Kiang-ping	3 Oct.	19	Holms	Chinese	392	C. M. S. N. Co.
Kiang-chow	2 Oct.	10	A. Love	British	159	Chinese.
Lido	2 Oct.	27	Puddicombe	British	630	Adamson, Bell & Co.
Malacca	3 Oct.	28	Weighell	British	1044	P. & O. S. N. Co.
Nelson	4 Oct.	28	Thom	British	897	Geo. R. Stevens & Co.
Ocean	2 Sept.	11	Webber	British	1039	Geo. R. Stevens & Co.
Olympia	3 Oct.	29	Wagner	German	783	Siemssen & Co.
Pernambuco	2 Oct.	29	Lyde	British	634	Melchers & Co.
Prinz Heinrich	2 Oct.	29	Hofmann	German	872	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun-on	2 Oct.	26	Plumenberg	Annamese	136	Shun Wo Yuen.
Shun Tip	3 July	7	Man Fu	Annamese	93	Captain.
Strathmore	3 Oct.	31	Rowell	British	1383	Russell & Co.
Vorwarts	3 Oct.	27	Marussig	Austrian	1816	Melchers & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3 July	7	Lee Tung Tuk	Annamese	1200	Captain.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Vessels.	Date.	Captain.	Flag.	Tons.	Owners or Agents.
Adele	4 Oct.	18	Logemann	Ger. bark	1132 Melchers & Co.
Alva	2 Aug.	14	L. de Souza	Port. ship	632 Brandao & Co.
Brema	3 Oct.	23	Timpe	Ger. bark	360 Wieler & Co.
B. H. Sternken	2 Oct.	18	O. Meyer	Ger. brig	235 Melchers & Co.
Citadel	3 Oct.	19	Stewart	Br. 3-mach.	245 Kong Kee.
Clara	3 July	20	Cutler	Brit. bark	939 Vogel & Co.
Daniel Barnes	3 July	22	J. G. Stover	Amer. ship	1485 Vogel & Co.
Dharwar	4 Oct.	21	Hutchins	Brit. ship	1300 Gibb, Livingston & Co.
Edmond Phinney	5 Sept.	14	J. Berry	Amr. bark	751 Carlowitz & Co.
Ellen	3 Oct.	19	Hodge	Brit. bark	499 Ghee Aik Hong.
Elvira Dorale	1 Sept.	9	Pimentel	Hawal. sh.	1363 Captain.
Esperance	3 Oct.	19	Normant	Fren. bark	272 Carlowitz & Co.
F. de Lesseps	4 Oct.	16	Matelot	Fren. bark	480 Carlowitz & Co.
Gustav	4 Oct.	18	Raben	Ger. bark	656 Siemssen & Co.
Gustav & Marie	2 Oct.	31	Buhrsch	Ger. bark	357 Wieler & Co.
Gustav & Oscar	1 Sept.	10	Hartmann	Ger. ship	1352 Captain.
Haward	4 Oct.	28	Samuel Pray	Amer. bark	1033 Captain.
Holicon	5 Oct.	5	Howe	Amr. ship	1199 Captain.
Hindustan	* Sept.	10	Belyea	Brit. ship	1547 Captain.
Hope	4 Oct.	7	Curdy	Amor. ship	797 D. Lapraik & Co.
Isenberg	4 Sept.	24	C. F. King	Amr. ship	1177 Siemssen & Co.
Kassa	2 Oct.	23	Brown	Brit. bark	312 Chinese.
Laurens	4 Oct.	7	A. Snow	Amer. ship	808 Melchers & Co.
Lizzie C. Troop	4 Oct.	17	D. W. Corning	Brit. ship	1391 Captain.
Luey	2 Oct.	30	Habekost	Brit. schr.	219 Chinese.
Mario Alfred	3 Oct.	19	Bregcon	Fren. bark	308 Chinese.
McNear	4 Oct.	21	Taylor	Amr. ship	1266 Captain.
Morning Star	3	—	Michaelsen	Siam. bark	570 Chinese.
Phoenix	1 Oct.	7	E. Gruff	Ger. bark	683 Arnhold, Karberg & Co.
Prudencia	2 Sept.	10	Dudrichsen	Ger. bark	864 Carlowitz & Co.
Rambler	4 Oct.	7	Watson	Amr. bark	1018 Arnhold, Karberg & Co.
Regulus	4 Oct.	17	S. Meyer	Ger. ship	1145 Melchers & Co.
R. Robinson	5 Sept.	14	Smith	Amr. ship	1652 Jardine, Matheson & Co.
Spartan	5 Feb.	6	Vincent	Amr. schr.	81 W. H. Ray.
Souvenir	4 Oct.	16	Williams	Brit. bark	482 Captain.
Stonewall Jackson	4 Sept.	16	Swain	Amr. bark	1102 Russell & Co.
Syren	2 Oct.	5	Braun	Amr. ship	876 D. Lapraik & Co.
Tartar	2 Oct.	22	Kaemena	Ger. brig	256 Melchers & Co.
Titan	5 Sept.	22	O. M. Norris	Amr. ship	1229 Geo. R. Stevens & Co.
Twilight	5 Sept.	27	Westland	Amr. ship	1303 Arnhold, Karberg & Co.
Velocity	2 Oct.	23	R. Martin	Brit. bark	490 Rustau & Co.
Wagrien	2 Aug.	20	Dibbern	Ger. schr.	179 Captain.
Wega	5 Oct.	6	A. Leopold	Ger. ship	1116 Melchers & Co.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Iohang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Benning	British	1061	H. O. & Macao Steam-boat Co.
Kiang-ping	A. G. Carey	Chinese	360	China Merchant S. S. Co.
Puwan	A. G. Carey	British	1890	H. O. & Macao Steam-boat Co.
Spark	Lefavour	British	140	H. O. & Macao Steam-boat Co.
White Cloud	Hoyland	British	652	H. O. & Macao Steam-boat Co.
Yotsai	McDougall	British	250	Kwok Acheong & Sons.